change of clothing for over a week, and what we have is not complete and does not fit us. We are in a terrible condition, in fact. We do not wish to appeal to the charity of the puolic, but only to show how we have been treated by the White Star line. If in coming here we had been thrown upon the handitants, like in Halifax and Boston, we should have fared much better than in relying on any justice from the infamous agents of this infamous line. Respectfully yours,

EDWIN FIGGINS.

WILLIAM WAITE.

## THE OFFICIAL INQUIRY.

Dontinuation of the Investigation at Halitax-Testimony of the Third and Fourth Officers, Quartermaster Raylance, Seamen and Others.

HALIFAX, N. S., APRO 7, 1873. The investigation into the Atlantic disaster was resumed pursuant to adjournment at ten o'clock this morning.

The first witness called was Cornelius L. Brady, the third officer, who testified as follows:—Was third officer of the Atlantic; my watch was from eight to twelve o'clock that night; we (the Cantain and the four officers) were all conversant with the ship's position at one P. M.; bore off for Halifax; course N. 24 E.; by compass there was on that course 9 easterly variation by solar obseriles; in the atternoon had variable weather; first LE with rain; then shifted to S. W., cleared up and then to W. N. W.; fine with occasional passing clouds; brilliant starlight; at midnight, at the re-quest of the Captain, made out by the log slate the

And the second control of the second control

The sailing directions of the Admiralty were here introduced, and the sailing directions of the Nova Scotia coast pointed out to the Court. It is there stated that Sambro out to the Court. It is there stated that Sambro light should be visible at a distance of twenty-one miles. Ten miles south of Sambro soundings would give a depth of at least forty-five fathoms.

I went down to the wreck in a tugboat on Thursday and last night; i saw the Sambro light from the tugboat and from the deck of one of the schooners, but when I got about a quarter of a mile from the wreck Hennant Point just shut the light in; I did not notice this fact so much last night as I did on Thursday night. The lifeboat speken of by Mr. Allan in his evidence given on Saturday could not have been launched; all the modern appliances were on board the Atlantic for lowering the boats; the officers were all at their respective posts; the Captain was one of the most competent and efficient officers that I ever sailed with; I know that

their respective posts; the Captain was one of the most competent and efficient officers that I ever sailed with; I know that

THE PROVISIONS

were inspected by government officers; I went to the wasck in a boat to take the Captain of, knowing that he could not hold out much longer, but he reused to leave until I had taken more of the passengers off of the wreck; ne was much exhausted when taken off, and had to be supported in climbing the rocks when we landed; regarding Mr. Allan's statement of the condition of the crew, I may state, from my knowledge and experience of crews, that that of the Atlantic was far better physically and fully as well disciplined as are the average.

Re-examined by Commissioner McDornale—The Captain, the chief officer and myself took the solar observation on Monday at noon; we all agreed in our result; had a well-defined horizon; in estimating the deviation caused by the current I did not know the true course or force, but the Captain allowed for a northwest current; I de not know what rate of speed the Captain allowed for the current; I knew that the currents on this course vary in force and direction; no means were taken to ascertain fine sorce or direction, so far as I know; i did not cumpare the speed as given by the log with the targiner's estimate from the revolutions of the engine; I have often found a great discrepancy between the estimated speed by the revolutions of the engine if have often found a great discrepancy between the estimated speed by the revolutions of the engine; I have often found a great discrepancy of the engine if have often found a great discrepancy of the engine in that given by observation or by the I teg; this discrepancy arises from the slipping of the fair the revolutions, the first annotal so the engine of the course of the slipping of the fair the revolutions. The constitution of the sum of the course of the slipping of the fair the revolutions of the spring of the fair the revolutions.

THE LOOK-OUT MEN

THE LOOK-OUT

The Court then adjourned till 2:36 P. M.

The Court then adjourned till 2:30 P. M.

THE FOURTH OFFICER.

The court returned the investigation at half-past two o'clock. John Brown, the fourth officer of the Atlantic, restified as fellows: I joined the ship at Liverpool on the previous voyage; the Captain about one o'clock on Monday, directed me to alter the course to N. 24 E. for Halfisk; at that time we were running seven knots; the coal was forceased afterwards, and at four o'clock the speed was eleven knots per hour; I then went below and remained till six o'clock; when I again came on

deck the course and speed were the same; at cignt o'clock I again went below and remained till tweive o'clock; the Captain and first officer were on deck when I returned; the third officer told me the distance to Sambro Light was forty eight miles; between one o'clock in the day and midnight the ship ran 122 miles; at midnigat she was running nime knots per hour; at half-past one o'clock, when I howe the log, the wind was W. N. W., with inttle swell; the leads were all on the bridge ready for soundings; we could have sounded in an instant; between half-past one and the time the ship struck. I was on the saloon deck, about ten feet below the bridge; two quartermasters, one at the wheel, were on deck at the same time; the Captain's boy came up with a cup of occoa at three o'clock, and, alterwards, the second officer told him that he would call the Captain; the second mate was on the bridge; the night was cloudy, with here and there a peeping star, and not thick; before I left the deck I went to the weather side, and, shading my eyes with my hands, looked for the light, but did not see it or anything else, except the open see; it was about half an hour from the time I left the deck if the ship struck; I did not it the boy go to call the Captain, because I knew the ship had not run anything like her distance of forty-eight miles; all the officer knew we were running in to make the shore; no one in my hearing told the second officer was on the larboard side; the second officer was on the starboard side; the second officer was on the larboard side; I did not hear ing the bunkers below, or that the coal was of a poorer quality; one of the quartermasters asked me if he should go to the mainyard to look for land; I told him it was too soon; I can only secount for the decrease of speed that they made it in clearing the bunkers below, or that the coal was of a poorer quality; one of the quartermasters asked me if he should be seen as sea the pers and an office it he were allowed; have been a sood on the form Pennant Point

et; as near as I can judge the ship was about a quarter of a mile from the breakers when I first saw them.

Cross-examined by Mr. Ritchle—I know of no person calling the Captain; there were no stars, and the night was.

As DARK AS THE GRAVE.

Charles William Raylance, quartermaster, testified—On Tuesday morning I was on duty in the after wheelhouse, where I remained till about seven or eight minutes before the ship struck; I was looking out of one of the windows of the wheelhouse and fancied I saw breakers; I ran forward and asked the lookout man on the bridge, "Are those breakers?" he said he did not know whether they were ice or breakers; the second officer was instantly informed, when he pulled the telegraph signal three times, and had not removed his hand when the ship struck; I cannot tell whether the engines were reversed or not; the ship was running at about nine knots; the night was very dark, and even after the ship keeled over it was hard to make out the land.

The Court adjourned at six o'clock until half-past seven.

Evening Session.

Evening Session.

The Court resumed at half-past seven P. M.
Mr. Speakman, quartermaster, testified—I have made mine voyages on the Atlantic; on Monday night I was on duty in the wheelhouse from eight to twelve o'clock; on leaving duty gave Roylson, who succeeded me, directions about the lines, &c., which had been made ready; turned in at twelve o'clock and did not return until the disaster; at that time I went on deck, ran ait and fired eight rockets; then I assisted in getting a rope to the rock; the average speed of the Atlantic was from eleven to thirteen knots per hour; do not know her rats of speed previous to the wreck; Quartermaster Purdy hove the log at half-past nine, and I think that he reported that the ship was making thirteen knots per hour; at half-past eleven Owens hove the line; I held the glass; I did not notice his report; we used to note the rate of speed on a slate and then repart to both officers of the watch.

ROBERT THOMAS, QUARTERMASTER, testified—I was on duty between twelve o'clock and the time the slip struck; my duty during the first two hours was to make conee for the officers and clean the brass work; went down, got the coffee, and gave it to the officers at half-past one; went to the second officer and remarked that the ship ought to stand to the southwest, and that she had run the distance necessary to make cambro light at one o'clock the previous day; got the latitude and longitude of the ship's position and also the latitude and longitude of the ship's position and also the latitude and longitude of the ship's position and also the latitude and alongitude of the ship's position and also the latitude and alongitude of the ship's position had each the watch and the standard that the ship had run from eleven to twelve knots per hour, and according to that estimated that the ship had run from eleven to the second officer. The latter, he said, replied that he was not captain and I was not mate, and he could not do as he pleased; he was standing in company with the boatswain, lang,

on the coast before;"

I knew the character of the coast, having visited Haifax in 1865; I told the fourth officer he would not seel the land until he struck upon it; I then took my turn at the wheel; at three o'clock the weather head not set in a little hazy; about that

time the Captain's boy came on deck with a cup of cocoa; the second officer told him not to eal the Captain, as he would do it himself; at twelve minutes past three o'clock the Captain was called; I know the time precisely, because I was asked by the second office; the Captain did not arouse at first and the second officer; the Captain did not arouse at first and the second officer; the Captain was being called to the second time! The captain was being called to the second time! Leard Carol, who was on the watch of the second time! Leard Carol, who was on the watch of the second time! Leard Carol, who was on the watch of the second time! Leard Carol, who was on the watch of the wheel and put the helm hard a starboard, and ran to the telegraph connecting with the engine room, but at that instant she struck; I ran at to get axes to cait the boats clear; a woman at that moment rushed up and cried out,

"More are the axes I look her and her boy up to the saloon deck; when I heard Mr. Brady cry out, "Where are the axes!" I called out that they had all been distributed; I was cutting away the starboard boat when she listed over; Mr. Purdy, another gaintermaster, was with me at the time; he said to he, "Thomas, will you come and swim ashore with me?" I said, "Not yet, I am going to save Mooney's mother;" he then wished me good-by; he was the first man who left the ship for the shore, and the ship had run 144 miles; the wind about two 'clock was south and protect on astern, but watable; when the thick, and Sambor with me?" I said, "Not yet, I am going to save Mooney's mother;" he then wished me good-by; he was the first man who left the ship for the shore, and the ship had run 144 miles; the wind about two 'clock was south and protect on astern, but was not yet was a store that the ship had run I at miles; the wind about two 'clock was south and protect on astern, but was not yet was shore with and protect on a stern, but was not yet was shore with a ship that was not yet was shown to a straight about wo colock was ond

dinary consumption of coal? The English managers say the Atlantic had a much larger quantity on board than she usually consumed.

WILLIAMS—Probably that is true as to the quantity; but about half of it was English, which is of inferior quality, whereas we generally use Weish coal. Had all the coal been Weish the quantity would have been more than sufficient to carry us to New York.

REPORTER—What about the provisions?

WILLIAMS—We had an ample supply of all stores except sait fish for the Catholic passengers. On the Friday previous to the wreck they had complained of the scarcity of fish.

REPORTER—You have said your observations on Monday placed you 170 miles from Sambro at one P. M., and the subsequent logging gave the position as forty-eight miles south of Sambro at midnight. Morris Head, where the ship struck, is said to be seven miles further west. Do you consider that the error was in your observations or in your logging?

WILLIAMS—In neither; both were, I am sure, correct; but the strong current running north and west carried us beyond distance and caused the disaster.

and west carried us beyond distance and caused the disaster.

REPORTER—Then, do you say the ship ran fiftyfive miles between midnight and when she struck, a few minutes after three o'clock ?

WILLIAMS—NO; from our position at midnight Sambro Light and Mørris Head were about equally distant, forty-eight miles. I mean to say that the ship, impelied by the current, ran that distance between midnight and when she struck.

REPORTER—Then the current was the precise cause of the disaster?

WILLIAMS—Yes.

# LATER FROM THE WRECK.

The divers at work to-day report the vessel most awkwardly placed. Two of them went into No. 4 batch, but found no light on the upper deck. The passengers and cargo are so mixed that the bodies cannot be got at. Two girls were found lying in their beds in the lower after steerage. Holes will be blown in the ship to facilitate the recovery of the bodies and the cargo. Eleven bodies were got the bodies and the cargo. Eleven bodies were got to day, of which five were grappled up to night, Two hundred and twenty-six have been recovered. None of those found recently were caulin passengers. To night I interviewed the Collector of Customs in regard to the reported finding of sikks in crates of crockeryware. He intimated that he had some information on the subject, but would prefer giving no graswer until to morrow.

The reports in the press respecting a light at cape Prospect being mistaken for that of Sambro are false. There is no such light as Cape Prospect. Notody on borad the Atlantic saw any night on appresching the coast.

# FIRST CANADIAN CARGO FOR 1873.

OSWEGO, N. Y., April 7, 1873. The schooner Caroline Marsh arrived here yesterday from Port Hepe, Canada, with a cargo of wheat. This is the first arrival at this port this

# SHIPPING NEWS.

Almanae for New York-This Day. OCEAN STEAMERS.

| Steamers         | Sails.      | Destination. | Office.           |
|------------------|-------------|--------------|-------------------|
| Wyoming          | April 9.    | .[Liverpool. | 29 Broadway       |
| Olympia          | April 9.    | . Glasgow    | 17 Bowling Green  |
| City of Bristol  | April 10.   |              | (15 Broadway.     |
| Holsatia         | April 10.   | Hamburg      | in Broadway.      |
| France           | April 12.   | [Liverpool   | 69 Broadway.      |
| City of Brooklyn | April 12.   | Liverpool    | 15 Broadway.      |
| Europa           | April 12.   | Glasgow      | 7 Bowling Green   |
| Douau            | April 12.   | Bremen       | 2 Bowling Green   |
| Idaho            | April 16.   | Liverpool    | 29 Broadway.      |
| Trinacria        | April 16.   | Glasgow      | 7 Bowling Green   |
| Bremen.          | April 16.   | Bremen       | . 2 Bowling Green |
| City of Washing  | n April 17. | Liverbool.   | . 15 Broadway.    |
| Silesia          | April 17    | Hamburg.     | . 161 Broadway.   |
| Spain            | April 19    | Liverpool.   | .  69 Broadway.   |
| City of Antwerp  | April 19    | Liverpool.   | . 15 Broadway.    |
| Adriatic         | April 19    | Liverpool.   | . 19 Broadway     |
| California       | April 19    | Glasgow      | . 7 Bowling Green |
| Saxonia          | April 19    | Hamburg.     | 61 Broadway.      |
| Ville du Havre.  | April 19    | Havre        | . 58 Broadway.    |
| Minnesota        | April 23    | Liverpool.   | . 129 Broadway.   |
| Baltic           | April 26    | Laverpool.   | . 119 Broadway    |
| Manhattan        | April 30    | Liverpool.   | . 129 Broadway.   |

PORT OF NEW YORK, APRIL 7, 1873.

### CLEARED.

lehr Hardscrabble, Fales, Rockiand for New York, ac to J R Brown.
Sehr Julia E Gamage, Pitcher, Rockland for New York, th stone to Bridge Co.
Sehr Sardinian, Dayton, Rockland for New York, with ith stone to Bridge Co.
Schr Sardinian, Dayton, Rockland for New York, with
me to JR Brown & Co.
Schr Nellie Martin, Blake, Portland for New York, with
mber to Holyoke & Co.
Schr Franklin, Chadwick, Thomaston for New York,
tth lime to JW Hawiland.
Schr Planet, Green, Rockland for New York, with lime
of R Brown. schr Calista, Farnham, Vinalhaven for New York, with stone to Bridge Co.

Schr Hannah D. Atkins, Wareham for New York, with nails to Parker Mils Co.

Schr Bennah, Crossby. Pembroke for New York, with lath to Chase, Tabbot & Co.

Schr Brimette, West, Rockland for New York, with lime to Candee & Pesseey Gendenin, Calais for New York, with lime to Candee & Pesseey Gendenin, Calais for New York, with lumber to Jed Fye & Co.

Schr William Penn, Baker, Spruce Head for New York, with stone to Bridge Co.

Schr Karet, Bemsen, Bath for New York, with lumber to J Boynton's Son & Co.

Schr Karet, Hemsen, Bath for New York, with stone to Bridge Co.

Schr Connectiont, Anderson, Belfast for New York.

Schr Hatte Hutchings, Lubec for New York.

Schr Eliza Williams, Smith, Frovidence for New York.

Schr Both augusta, Mott, Glen Cove for Elizabeth
port.

Schr S B Sharp, Webb, Providence for Philadelphia.

Schr Herbert Manton, Crowell, Boston for New York.

Schr Louisa Francis, Kelley, New Bedford for New York.

Schr Louisa Francis, Kelley, New Bedford for New York.

Schr Abbie P Cranmer, Lizzard, Boston for Baltimore.

ork.
Schr Abbie P Cranmer, Lizzard, Boston for Baltimore.
Schr C G Gränmer, Cranmer, Boston for Georgetown.
Schr Henry B Drew, Kane, Bridgeport for New York.
Schr Annie E Stephens, Montgomery, Providence for
bitaclebnie. Philadelphia.
Schr E C Latham, Clark, Fairhaven for New York.
Schr Thomas H Cooper, Cooper, Newport for New

York. Schr Mary G Farr, Crowell, Providence for Philadel-Chia.

Schr Lizzie Taylor, New Haven for New York.

Schr E Flower, Niekerson, Providence for New York.

Schr Louiss, Clark, Providence for New York.

Schr Chartio, Sprague, Pawtucket for New York.

Schr Ella Francis, Bulger, Fall River for New York.

Schr Lamartine, Butler New Bedford for Philadelphia.

Schr Le H Miller, Smith, Millstone Point for New York.

Schr Schreiben Tabor, Cox, Scotthport for New York.

Schr B F Brainard, Hull, Cohassett Narrows for New York.

Schr B r Brankte, Hill, College of New York, Schr Arcola, Smith, Portland for Philadelphia. Schr Arcola, Smith, Portland for Philadelphia. Schr Jacob Klenzle, Steelman, Boston for Philadelphia. Schr Wm Capes, Kelly, Boston for New York. Schr H N Hail, Murphy, Boston for New York. Steamer Electra, Mott, Providence for New York, with

Steamship Chesapeake, Mangum, New York for Port-

dence.

Schr Angler, Besse, Hoboken for New Bedford.

Schr Sterling, Hall, New York for Bridgeport.

Schr Starah Jane, Fordham, Hoboken for New Haven.

Schr White Wing, Crandall, New York for Stonington.

Schr Marietta Hand, Hallock, New York for Providence.
Schr Richard Hill, Smith, Hoboken for Providence.
Schr Alida, Eaton, Hoboken for Fall River.
Schr Sarh Purves, Purves, Hoboken for Fvovidence.
Schr Fakir, Knowles, Elizabethport for Wickford.
Schr Sinbad, Perry, New York for Portland.
Schr Kate Kallahan, Hull, New York for Westerly.
Schr Ames Briggs, Knapp, Haverstraw for Providence
Schr Ida Ella, Wilber, New York for Salen.
Steamer Electra, Mott, New York for Providence.

SAILED.

Ships Great Western, for San Francisco; Comet. do; lenturion, London; Anglo Saxon, Sydney, NSW; brigs vellic Antirum, Ric Grande via Richmond; Mattano, Cu-acon; Alfaratta, Nuevitas; schr Lizzic Ives, St Croix.

Bare Jas W Elwell.—The following letter, giving the particulars of the burning of the British bark Jas W Elwell, was received in this city by Jas W Elwell & Co:—
"Punta Arenas, Straits of Magellan, Feb 17, 1873—Yester day, at midday, the steamship Tropic, belonging to the White Star line, anchored in this bay, and was the bearer of the following sad news:—On the 5th of December last, about 150 miles west of Cape Pliar, the British bark Jas W Elwell, of New Brunswick, was burned on her voyage from Swansea to Valparaiso, with a cargo of coal consigned to Graham, Rowe & Co, Valparaiso. The captain states that the fire was so violent that he had scarcely time enough to embark his crew, and that shortly after the ship exploded, causing a sound somewhat similar to the report of a cannon. The fire was first noticed about sunset. There was then a vessel in sight. The captain thinks that no assistance was rendered them on account of its being so dark and presuming his vessel was a whaler, as next day she was not visible. The craw was composed of 15 individuals, of whom the following died of accidents previous to the catastrophe:—First mate Wm H Pope. English; steward N Farrington, do. On the day of the fire 12 men and a womme embarked in the only boat the ship possessed, taking along with them a bag of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the crew died, and was shortly followed by nine more of the BTEAMSHIP ATLANTIC—Capt Mcrritt, of the Coast Wrecking Co, had reached steamship Atlantic, ashore at Prospect, on the 5th inst, and taken charge of the vessel. If the weather should prove favorable and there was a good chance to work he would save a large portion of the CARGO.

cargo.

Stattin (before reported), went ashore in the Sound off the Swedish coast, on the night of April 4, and will probably prove a total loss. The passengers and crew are all safe. The vessel and cargo are fully insured. Her cargo consisted of 1,165.685 bis bacos, 520,706 bis lard, \$3,633 bis tailow, 1,006 bags clover seed, 2,500 boxes extracts, 1,478 bushels corn. — Dackages saricultural implements, 5 packages ink, 1 case books and 2 package hats.

good the vessel will be gotten off.

Brig Frank E Allen, from Philadelphia March 3 for
Port Spain, is a total wreck at Barbados. The F E A had
on board an assorted cargo of breadstuffs, provisions, &c,
valued at \$14,619. She was built at Portland in 1864,
registered 178 tons, rated 1%, and halled from Philadelblis. registered 178 tons, rated 13. and halled from finitation phila.

Brid Mirkela (Rr.) Whittier, from Clenfueges for Boston, had heavy weather and sprang a leak of 1400 strokes per hour; was compelled to run before the wind and bear away for Hallian, where she arrived 2d inst.

Schr Burkas, Winslow, from Providênce for New York, in going out of Newport inner harbor, and keeping away to avoid collision with another vessel, dritted ashore on the Lime Rocks. She was got off by her crew without assistance and without damage.

Schr Julia Nawell, from Rockport for New York, before reported in collision off Watch Hill with steamer Old Colony, of the Fall siver line, was damaged to the amount of \$500. She was becalmed at the time, and was struck forward of the forerigging.

Schr Winder, from Portland for Baltimore, before reported on Wolttrap Shoals, Chesspeake Bay, was got off and towed into Nortolk 7th, full of water.

Schr Leader, Brown, of and from Rockland, Me, ar.

and towed into Norrolk 7th, full of water.

SCHE LEADER, Brown, of and from Rockland, Me, arrived at Boston 7th inst, with cargo of lime on fire. To make the property she was run ashore on Bird Island flats, in Boston harbor, where she remains.

SCHE JOHN KELSO, from Virginia for New York, with oysters, was towed into Norfolk 6th inst by steamship Island Bell, from New York. The Kelso encountered a heavy gale on Saturday night off Chincoteague Island and lost her foremast, foreboom and maintopmast.

SCHE EMERALD, COOK, drove ashore 29th ult at Red Beach, Me. She will be got off without much damage. The tide was unusually high.

SCHE CAROLINE YOUNG OF Philadelphia), a large coaster, ran into fishing serb Willie B Willbur, at anchor near Highland, Truro, about 7 PM 1st inst, and carried away both masts of the latter. The crew of the fisherman escaped on board the C Y soon after. The C Y lost jibboom and foretopmast.

Lisnon, March 19—The Rosa Danovaro, Saccone, from

and foretopmast.

Lisnon, March 19—The Rosa Danovaro, Saccone, from New York for Falmouth, which put in here vesterday with damage, has, it is stated, been surveyed and is discharging. When coming up the river she was in collision with the Emma, Prior, for London, proceeding down, and had spanker boom and gaff carried away; the Emma is reported to have lost jibboom and to have anchored below Belem.

reported to have lost jibboom and to have anenored below Belem.

A bottomry bond for about £5550 on the Jurak, Bonacich, from New York for Falmouth, which put in here Jan 5 leaky, is advertised for sale March 21.

men; J. H. Orne, on Georges Bank, with 11 men. Two
men were lost overboard from other vessels. These
losses show a total founage of 369.97 tons and a value of
\$36,000, on which there was \$20,265 insurance.
Nswroar, RI, April 3—The following is a recapitulation of the duties performed by the United States revenue
cutter Moccasin, Carl D M Eifethie, stationed at this port,
under winter cruising orders from Dec I, 1872, to March 31,
1873.—December—Number of miles steamed, \$49, vessels
boarded, 114; assisted in distress, 10; reported for violation of law, I. January—Number of vessels boarded, 75;
assisted in distress, 3; reported for violation of law, 1.
inlies steamed, 1,565. February—Number of miles steamed, 1,572/5;
vessels boarded, 47; assisted, 5; reported for violation of law, 1. March—Number of miles steamed, 1,572/5;
vessels boarded, 120; assisted, 2. The Moccasin is now
receiving repairs at this port, preparatory to starting on
her legitimate business—viz., the protection of the marine
revenue laws.

Spoken.

Spoken. Ship "Jacoba Cornella," from Mobile for Liverpool, March 15, lat 45 49, lon 40 53. Brig Pedro, Bahrs, from New York for Brunswick, Ga, April 1, lat 38, lon 72.

Foreign Ports.

BERRUDA, March 27—Cleared, brig TH A Pitt (Br), Hurl-lert, New York. In port April I, brig Excelsior (Br), Smith, for New York.

York.

Achie, March 18—Sailed, ship Wild Hunter, Howatt, Boston not New York).

Callao, March 9—Arrived, schr Levi Stevens, Newbury, Pisco (and sailed lith for San Francisco).

Sailed March 1, ships Lathiev Rich, Mitchell, England; 3d, Columbus, Blethen, Falmouth; 5th, Canada, Harriman, Puget Sound (not in port 13th); 11th, Teodolina (Chil), Williams, do.

in port March 13, Gen Shepley, Patten, for Europe, clearing; and others as before. printed).
HONOULU, Feb 25—Arrived, barks Ka Moi (Haw), Gar-rels, Bremerhaven (and sailed March 13 for San Francis-co); March I, D.C. Murray, Shepherd, San Francis-steamship Nebraska, Harding, Auckland (and sailed 16th steamship Nebraska, Harding, Auckland (and salled 16th on her return).
Sailed Feb 16, barks Powhattan, Blackstone, Nanaimo;
23d, Delaware, Rollins, Victoria, BC.
Havasa, April 1—Arrived, steamship Fire Fly, Denison, Philadelphia.
Sailed 3d, 7 PM, steamship Yazoo, Barrett (from New Orleans), Philadelphia. Orieans), Philadelphia.
HALIFAX, April 2—Arrived, brig Mirelia (Br), Whittier,
Clienfuegos for Boston (see Disasters).
Cleared 2d, schr St Hubert, Fougere, Samana Bay (St Omingo). schr St Hubert, Fongere, Samana Bay (st Domingo).
Livenfoot, April 6—Arrived, bark Cableces (Sp), San Martin, Savannah; 7th, steamship Greece (Br), Thomson, New York; ship Assam Valley (Br), Dakin, New Oricans, Minagoans, Maret 22—In port brig Constantin (Br), Kendrick, for Boston in 4 days.
Plynouru, April 6—Arrived, steamship Thuringia (Ger), Meyer, New York for Hamburg,
Quarsysown, April 7—Arrived, steamship City of New York, Jones, New York for Liverpool.
St Jonn, NB, April 3—Cleared, steamship Oscar (Br), Hutchinson, London,
Arrived 4th, ship Moliongo, Bradley, Belfast.

[PER STRAMSHIP BATAVIA, AT BOSTON.]
ANTWERP, March 24—Arrived at Flushing 24th, Bridge-water, Sisson, San Francisco.
ALGOA BAY, Feb 16—Suited, Endora, Turnbull, Boston.
BORDEAUX—Sailed from Royan March 20, New England,
BAXET, Buenos Ayres.
BARCLIONA, March 20—Sailed, August, Johansen, New
York. Office Calcutta, Peb 27—Arrived, Cleopatra, Doane, Bombay. Duxbus, March 24—Sailed, Alice Vennard, Humphrey, Devorms, March 24—Salied, Alice Venhard, Humphrey, Shields.

Drai, March 24—Arrived, Christine, Olsen, London for New York; Olbers, Dieke, do for Sandy Hook; M. A. Neison, McNutt, Philadelphia for Stettin (and all salied).

Off 24th, Delta (s), from New York for Bremerhaven; Ahee M. Minot, Lowell, from San Francisco for Hull; Franklin, Hassel, and Irozaides, Nichols, from New Orleans for Revail.

Falmouth, March 22—Off, Samuel, Owen, from Boston for London.

Glasgow, March 22—Arrived, Tamerlane, Kerr, New York. GLASOW. March 22—Arrived, Tameriane, Kerr, New York.
GRNOA, March 21—Arrived, Mary Celesie, Taylor, New York via GRoraltar; Guiseppe d'Abundo, Camarota, do.
Liverpool, March 24—Arrived, Calista Haws, Quinn, Pensacola.
Sailed 22d, Maggie Hammond, Cole. Montevideo via Troon; 25th. Geo Green, Wilcox, Singapore; Francis, Thomas, Charleston.
Cleared 24th. Alice Cooper, King, Boston; Cetvrti Dubrovacki, Turcinovich, New York.
Entrered out 24th. Countess of Differin, McGonagie, for Baltimore; Siberia 69, Harrison, for Boston; La Flata, Matthews, for Gionester, Mass; Calabria (s), McMickan, for New York: Chas Davenoort, Bong, for Quebec; Austria, Delano, for San Francisco; Iron Queen, Smith, for do. London, March 24—Entered out, Denmark (6), Sumner, for New York.
Cleared 24th, Vesta (6), Millosovich, Philadelphia.
Lattieton, NZ, Jan 19—Arrived, Lyttleton, Beck, Cape fown, Coli.
Middlessonough, March 24—Arrived, Fidelia, Young. ntwerp.

Newrout, March 22—Sailed, Heldahl, Hendricksen ew York; Ocean Phantom, Webster, Rio Janoiro.

Opessa, March 15—Arrived, Friede, Timmermann, New ODESSA, MArch 15—Arrived, Friede, Timmermann, New York. Oraco, NZ, Jan 16—Salled, Bertha, Harrison, Boston. Prymouth, March 22—Off, Caernarvon Castle, Jones, from San Francisco for Antwerp. Fourteven, March 24—Off, Augustine Kobbe, Carver, from Havre for Havane.

PALERMO, March 14—Arrived, Asteria, Cox, New, York-Sailed 13th, Sidonian 66, Anderson, New York; 15th, Venice, Barker, do: Zuleika 66, Falks, do; Sam Slick, Mugford, do; Isth, Princess of Wales, Evans, do: QUEENZOWN, March 22—Arrived, Amalia, Colombo, New Orleans; Lempi, Franson, Baltimore; 25th, Sjogasten, Olsen, New York.

Scilly, March 25—Off, Meteor, Thorsen, from Galveston for Bremen.

SHIELDS, March 24—Sailed, Neptune, for New York. SHEEDS, March 24—Sailed, Neptune, for New York.
TABLE BAY, CGH, Feb 16—Arrived, Anna L Taylor, Percival Boston, March 24—Sailed, Jupiter, Rodinich, BaiWATERFORD, March 24—Sailed, Jupiter, Rodinich, Bai-

timore.
Yokonawa, no date—arrived, Delpussund, Day, New York.

Francisco.
Sailed 25th, Aurora, Crosby, Boston.
Sailed 25th, Aurora, Crosby, Boston.
BARCELONA, March 22—Arrived, Paratons, Maristany,
Charleston.
BORDEAUX—Sailed from Royan March 22, Hartstene,
Dunham, New York.
Corennagen, March 21—Passed, Marquis Posa, Niejahr,
from New York for Siettin.
GOTHERSEURG, March 18—Sailed, Wendela, Anderson,
Boston. Boston,
HAWBURG, March 23—Arrived, Johanne, Borck, Mobile.
HAYRE, March 23—Sailed, Homeward Bound, Merryman, Matabras.
Liverpool, March 25—Arrived, Minnesots (s), Freeman, New York (and ent out to return); N & E Gardner man, New York (and ent out to return); N & E Gardner,
Journeay, Mobile.
Salied—25th, Geflon, Wikander, Baltimore; Emily Lowther, Cain, Halifax.
Cleared—25th, Svend (a), Hansen, Boston; 25th, San
Jecinto (a), Burrows, Galveston,
Entered out 25th, Enoch Talbot, Talbot, for Pensacola.
London, March 25—Entered out, Missouri, West, for
New York.
Linemics, March 25—Arrived at Tarbert 24th, Jacob,
Radovani, New York.
NANTES, March 25—Cleared, Northumbrian, Pigge.
Philadelphia.
New Ross, March 25—Salied, Jupiter, Rodwich, Raltimore.

New Ross, March 24—Salied, Jupiter, Rodwich, Raltimore.

March 25 — Arrived L. A. Thompson, Thompson

bile.
SHIELDS, March 25—Sailed, S.N. Hanson, Philadelphia.
TRIESTE, March 21—Sailed, Elliott Ritchie, Hutchinson
Havana. ALEXANDRIA, April 5-Arrived, brig Astrea (Ger);

Lindman Liverpool.

Sailed—Schr M T Tyler, New York.

APPONAUG, April — Arrived, schr Connecticut, Staplin, Port Johnson.

BOSTON, April 5—Arrived, schr Kolon, McKown, Naguabo, PR: Northern Light, Rich, Sagua; J D McCarty, Simpson, Philadelphia; El Mills, Armstrong, Elizabeth-port; Effort, Rich, do; Rebecca Florence, Rich, Port Johnson: Rendrick Pish, Thomas, do; G 8 Edwards, Somers; W Brhomas, Bickmore; Victor, Lock, and Addie Ryerson, Pike, Hoboken: H N Miller, Steelman, Greenwich, NJ; D C Foster, Boderick, Cold Spring; Rival, Lawrence, New York, Boderick, Cold Spring; Rival, Lawrence, New York, Boderick, Cold Spring; Rival, Lawrence, New York, Boderick, Cold Spring; Rival, Camend—Steamers Mercedita, Marshman, Charleston; Roman, Baker, Philadelphia; ship Abigail, Raymond, Baitimore Print and Yokawar (Br), McDonaid, Matanzas; schrs L. Price, Mart. Baitimore; R W Hill, Cobb, and delphia; A M Aldridge, Crowell, do, via Quincy; Cornelia, Dennison, Cape Ann, to load for New York; West Dennis, Crowoll, Baitimore, Mart. Baitimore, Corowoll, Baitimore, Salied-Steamers Mercedita, Roman and Neptune.

6th—Arrived, schrs William H Dearborn, Hall, Hoboken; Spartel, Smith, do.

7th—Arrived, steamships Panther, Mills, Philadelphia; Nereus, Bearse, New York; Darks A Houghton, Upton, Sierra Leone; James R Boyd, Perry, Liverbool; Norma (Ger), Ranish, Newcastic; Endeavor, Mountford, Matanzas; brig Winogene (Br), Hammond, Gottenburg via St Thomas; schr E Edwards, Mobile.

BALTIMORE, April 5—Arrived, steamer Ohio (Ger), Von Enster, Bremen, via Southampton: brig Frances Jane, Jones, Pascagoula; schrs A E Babcock, Lee, Hoboken; Vapor, Applegate, New York.

Cleared—Barks New Light, Chapman, Rio Janeiro; Dio Cleared—Barks New Light,

April 2—Cicared, schr Webster Keliy, Marshall, New York.

FALL RIVER, April 3—Arrived, schrs Thomas Borz, Somers, Galveston: G A Havden, Green, New York; Racer, Howard, Cold Spring.

GALVESTON, March 31—Arrived, barks Julian (Br). Drevar, Cardiff; Edmund Richardson (Br), Brodie, Middlesborough; schr Fannie W Johnston, Maire, New York. Cleared—Schr Emma & Forcer, Sparks, New York. April 1—Arrived, brig Leopoldine (Ger), Haesloop, Rio Janetro; schrs Mabel F Staples, Cole, New York; Mary E Rankin, Fuller, Boston; Fanny Fern, Stannard, Tampico: A Heaton, Rogers, New York.

Cleared—Bark Minion (Nor), Hanssen, Minatitlan. Sailed—Bark Moss Brac, Wilcox, Liverpool.

5th—Sailed, steamship Clyde, Kennedy, New York via Key West.

GLOUCESTER, April 5—Arrived, schr Anna Chase, Nassau, NP.

Cleared 29th, schrs Mary E Graham, Morris, Philadel phia; Lucy Hammond, Bagley, Boston; April 2, Prescott Hazeltine, McDonald, New York.

NEW ORLEANS, April 5—Sailed, steamship Geo Gram-

Cleared 29th. schrs Mary E Graham, Morris, Philadephia; Lucy Hammond, Bagley, Boston; April 2, Prescott Hazeltine. McDonald, New York.

NEW ORLEANS, April 5—Sailed, steamship Geo Cromwell, Clapp, New York.

6th—Arrived, steamship New Orleans, Gager, New York.

NORFOLK, April 5—Arrived, steamship Richmond, Lawrence, New York; schrs Paul & Thompson, Taylor, do; Geo 8 Forbes, Collins, Providence.

Cleared—Brig Romance, Duncan, Navassa.

6th—Arrived, schr John Kelso, Virginia for New York.

7th—Arrived, schr Winona, Portland for Baltimore (see Disaster).

A bottomry bond for about £5530 on the Jurak, Bonncich, from New York for Falmouth, which put in here
Jan 5 leaky, is advertised for sale March 21.

Norrole, April 7—The schr which was reported ashore
on Middle Ground, is the Maria Parsons. The steamtur,
Nettle went to her assistance and reports that the vessel
is tight and did not require aid. The schr is light and
bound to Baltimore.

Miscellaneous.

Purser A C Clark, of the steamship Albemarte, from
Bermuda, has our thanks for favors.

Głowczsyre, April 5—The offening three months of the
present year show the loss of six vessels from the
filloucester fiete, and of 20 lives in our fisheries, as follows:—Schrs Addison Gilbert, sunk in Portsmouth harbor: Franklin A, sunk in Long Island Sound: George
Steele, off Baracoa; Mary T Yeung, on Race Point;
Thorwaldsen, on voyage from NewYoundland, with 7
men; J H Orne, on Georges Bank, with 11 men. Two
men were lost overboard from other vessels. These 

Royal; Lettie Wells, Watson, and Henry G Fay, Philbrook, do for Wilmington, No; R L Tay, Brown, do for Portress Monroe.

Passed by, brig Winogene, Hammond, from Gottenburg via St Thomas for Boston.

5th-Arrived, schrs Corn Etta, Sleeper, Matanzas for Boston. Matthew Kianey, Barter, Sonth Amboy for do; Nie, Metaali, New York for do; Helen Thompson, Bradford, do for Bath; Kate E Rich, Doughty, Baltimore for Portsmouth, NH; Catharine, Pomeroy, Elizabethport for do; William Arthur, McDuffee, do for Portland; Ganges, Jordan, and Phenix, Thompson, Portland for New York; Charlotte Fish, Williams, Rockport, Me, for Norfolk, W G R Mowry, Eaton, Calais for Washington.

Skiled-Schrs Roamer, F A Colcord, George H Bent, G M Wentworth, Wm Gillum, Laura, Robinson, Onward, Vineyard, Arcola, Hontress, Laura, Robinson, Onward, Vineyard, Arcola, Hontress, Laura, Robinson, Onward, Shooks, Jacob Kienzle, A S Wiley, Emelie McLain, Emmis B Shaw, R & S Corson, Lettle Wellis, B C Ferry, Sophia Krazz, W F Garrison, Gettysburg, E M Baxter, Tarry Not, Lunet, H G Fay, Marika, Irving, W G R Mowry, Ganges, Abby Morton, Charlotte Fish.

10 AM—Wind ENE, moderaby: eloudy, WILMINGTON, Nc, April 4—Arrived, schr J B Vandusen, Corson, Portland, Me.

Cleared-Bark E Shun Br, Edmondson, Liverpool.

Off New Infect the Leg. April 4—Arrived, schr D L Sturges, len, from Hole, April 4-Arrived, schr D L Sturges, Chase, New York.

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